

EXHIBIT “C”

"Container" includes any container, trailer, transportable tank, flat or pallet.
"Vessel" includes any substituted vessel and any vessel to which transhipment may be made in the performance of this contract.

"Delivery" means delivering the Goods to or placing the Goods at the disposal of the party entitled to receive them.

"Combined Transport" arises when the Place of receipt and Place of destination are indicated on the face hereof in the relevant spaces.

"Port to Port Shipment" arises when the carriage called for in this Bill of Lading is not Combined Transport.

"Hague Rules" means the provisions of the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading signed at Brussels, on 25 August, 1924.

"Hague-Visby Rules" means the Hague Rules as amended by the Protocol to amend the said convention signed at Brussels, on 23 February, 1968.

2. Carrier's Tariff.

The terms of the Carrier's applicable Tariff at the date of shipment are incorporated herein. The relevant provisions of the applicable Tariff are available from the Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. Methods and Routes of Transportation.

- 1) The Carrier may at any time and without notice to the Merchant:
 - a) use any means of transport or storage whatsoever;
 - b) transfer the Goods from one conveyance to another including transhipping or carrying the same on another vessel if the vessel named overleaf or on any other means of transport whatsoever;
 - c) proceed by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place of port whatsoever once or more often and in any order;
 - d) load and unload the Goods at any place or port (whether or not any such port is named overleaf as the Port of Loading or Port of Discharge) and store the Goods at any place or port;
 - e) comply with any orders or recommendations given by any government or authority or any person or body acting or purporting to act as or on behalf of such government or authority of having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions.

2) The liberties set out in sub-clause 1) may be invoked by the Carrier for any purpose whatsoever including undergoing repairs, towing or being towed, adjusting instruments, drydocking and assisting vessels in all situations, and anything done in accordance with sub-clause 1) or any delay arising therefrom shall be deemed to be within the contractual carriage and shall not be a deviation.

4. General Container Clause.

1) Optional Stowage

Goods may be stowed by the Carrier by means of containers or similar articles of transport used to consolidate Goods.

Goods stowed in containers, whether by the Carrier or by the Merchant, may be carried on deck or under deck without notice to the Merchant. Such Goods (or items of livestock and plants) shall participate in general average and shall be subject to the same definition of Goods for the purpose of the Hague Rules or the Hague-Visby Rules, as the case may be.

2) Carrier's Owned Container

If the Carrier's owned container is being used in conjunction with the Merchant's pre-carriage or on-carriage or part of the Merchant's service, the Merchant shall return the empty container to the Merchant's equipment yard clean and free of smell to the place appointed and within the time agreed by the Carrier. If the Merchant fails to do so, the Merchant shall be liable for the retention and expenses arising from such non-return.

The Merchant shall be liable for any loss of or damage to the Carrier's owned container or other equipment while it is in the Merchant's custody or in the custody of anyone acting on Merchant's behalf. The Merchant shall also be liable for any loss of or damage to the contents loaded inside or any injuries or claim incurred during such period. If any claim with respect to the Carrier's liability to the third party for the damages alleged is raised, the Merchant shall hold the Carrier harmless and indemnify the Carrier for all loss suffered.

3) Shipper's Owned and Stuffed Container

If the container is owned by the Shipper and stuffed or loaded by or on behalf of the Shipper, the Carrier shall not be liable for the loss of or damage to the contents therein caused by:

- a) latent or apparent defect of the container;
- b) unsuitability of the Goods for carriage by sea in containers;
- c) improper stowage or rough handling of the Goods.
- d) Shipper's Stuffed but Carrier's Owned Container.

If the container is owned by the Carrier but stuffed or loaded by or on behalf of the Carrier, the Carrier shall not be liable for the loss of or damage to the contents therein caused by:

- a) unsuitability of the Goods for carriage by sea in containers;
- b) improper stowage or rough handling of the Goods.

5) Full Container Loaded

If a full loaded container (FCL), irrespective of whether the container is owned by the Shipper or the Carrier, is delivered by the Carrier with its seal intact, such delivery shall constitute full and complete performance of the Carrier's obligations and the Carrier shall not be liable for any loss of or damage to the contents filled inside.

6) The Merchant shall indemnify the Carrier against any loss, damage, liability or expense whatsoever and howsoever arising caused by one or more of the matters referred to in sub-clauses 3) and 4).

5. Matters Affecting Performance.

1) If at any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoever kind which cannot be avoided by the exercise of reasonable endeavours of Carrier (whether or not the transport has commenced) may without notice to the Merchant treat the performance of this contract as terminated and place the Goods or any part of them at the Merchant's disposal at any port or place whatsoever which the Carrier or Master may consider safe and advisable in the circumstances whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall nevertheless be entitled to full freight and charges on Goods received for transportation and the Merchant shall pay any additional costs of carriage to and delivery and storage at such port or place.

2) The circumstances referred to in sub-clause 1) above shall include but shall not be limited to those caused by the existence or apprehension of war declared or undeclared hostilities warlike or belligerent acts or operations, riots, civil commotions or other disturbances, closure or obstacles in or danger to any canal, blockade of port or place or interdict or prohibition of or restriction on commerce or trading quarantine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labour troubles whether partial or general and whether or not involving employees of the Carrier or his sub-contractors, congestion of port, wharf, sea terminal or any other place, shortage, absence or obstacles of labour or facilities for loading, discharge, delivery or other handling of the Goods, epidemics or diseases, bad weather, shallow water, ice, landslides or other obstacle in navigation or haulage.

3) The Merchant shall be informed if possible.

6. Sub Contracting.

1) The Carrier shall be entitled to sub-contract on any terms for the whole or any part of the carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by the Carrier in relation to the Goods.

2) The Merchant undertakes that no claim or allegation shall be made against any servant, agent or sub-contractor of the Carrier which imposes or attempts to impose upon any of them or any vessel owned by any of them any liability whatsoever in connection with the Goods and, if any such claim or allegation should nevertheless be made to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such servant, agent and sub-contractor shall have the benefit of all provisions herein benefiting the Carrier as if such provisions were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of those provisions,

14. Dangerous Goods

No Goods which are of dangerous, inflammable, radioactive or damaging nature shall be shipped without the consent of the Carrier. At the time of shipment of such Goods, the Shipper shall, in compliance with the regulations governing the carriage of such Goods, have them properly packed, distinctly marked and labelled and notify the Carrier in writing of their proper description, nature and the precautions to be taken. If the Shipper fails to notify the Carrier or notifies him inaccurately, the Carrier may sue such Goods landed, destroyed or rendered innocuous when and where circumstances so require, without compensation. The Shipper shall be liable to the Carrier for any loss, damage or expense resulting from such shipment.

Notwithstanding the Carrier's knowledge of the nature of the dangerous Goods and his consent to carry, he may still have such Goods landed, destroyed or rendered innocuous without compensation, when they become an actual danger to the ship, the crew or other persons on board or to other Goods.

The Carrier shall be under no liability to make any general average contribution in respect of such Goods.

15. Deck Cargo, Animals and Plants Clause

Goods (other than those stuffed in containers) that are stated on the front of this Bill of Lading to be stowed on deck as contracted and are so carried, shall be carried solely at the risk of the Merchant. The Carrier shall not be liable for any loss or damage to such Goods howsoever caused.

In the case of live animals the Carrier shall not be liable for loss, damage, injury, illness or death howsoever caused.

The Merchant shall indemnify the Carrier against any loss suffered and all extra costs incurred by the carriage of such deck cargo, live animals and plants.

16. War, Quarantine, Ice, Strikes, Congestion, Etc.

Should it appear that war, blockade, piracy, epidemics, quarantine, ice, strikes, congestion and other causes beyond the Carrier's control would prevent the Vessel from reaching or entering the port of discharge and/or discharging the Goods in the usual manner thereof and /or departing therefrom, all of which safely and without unreasonable delay, the Carrier is entitled to discharge the Goods at the port of loading or any other safe and convenient port and the contract of carriage and all the conditions of this Bill of Lading shall be deemed fulfilled as if the vessel had called at and had the Goods discharged at the original port of discharge.

Any extra expenses incurred under the aforesaid circumstances shall be borne by the Merchant and the Carrier shall have a lien on the Goods for collecting such expenses.

17. Freight

1) Freight shall be deemed fully earned on receipt of the Goods by the Carrier and shall be paid and non-returnable in any event.

2) The Merchant's attention is drawn to the stipulations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the applicable Tariff.

3) The Freight has been calculated on the basis of particulars furnished by or on behalf of the Shipper. The Carrier may at any time open any Container or other package or unit in order to reweigh, remeasure or revalue the contents, and if the particulars furnished by or on behalf of the Shipper are incorrect, it is agreed that a sum equal to either five times the difference between the correct Freight and Freight charged or to double the correct Freight less the Freight charged whichever sum is the smaller, shall be payable as liquidated damages to the Carrier.

4) Except as may be provided to the contrary in the applicable Tariff all unpaid charges shall be paid without any set-off, counter-claim, deduction or stay of execution.

5) Freight and liquidated damages under sub-clause 17.3) above may be recovered by the Carrier from any person falling within the definition of Merchant in Clause 1 whether or not such person is the Shipper.

18. Lien

The Carrier shall have a lien on the Goods and any documents relating thereto for sums payable to the Carrier under this contract as well as for general average contributions, to whomsoever due, for salvage remuneration and compensation for damages caused by the Goods. In any event any lien shall extend to cover the cost of recovering the sums due, and for that purpose the Carrier shall have the right to sell the Goods by public auction or private treaty, without notice to the Merchant.

19. General Average

General Average shall be declared, adjusted and settled at any port or place and in any currency at the Carrier's option according to the York-Antwerp Rules 1994, or any modification thereof in respect of all Goods, whether carried on or under deck.

20. New Jason Clause

In the event of accident, damage or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the Goods, Shippers, Consignees or owners of the Goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the Goods.

If a sailing ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said sailing ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon shall, if required, be made by the Goods, Shippers, Consignees or owners of the Goods to the Carrier before delivery.

21. Roots to Blame Collision Clause

If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the Goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of the said Goods, paid or payable by the other or non-carrying ship or her owners to the owners of the said Goods and set off recovered or recovered by the other or non-carrying ship or her owner as part of their claim against the carrying ship or Carrier.

The foregoing provisions shall also apply where the Owners, Operators or in charge of any ship or ships or objects other than, or in addition to, the colliding objects are at fault in respect of a collision or contract.

22. USA Clauses

1) If this Bill of Lading covers Goods shipped to or from the United States or to or from the port of discharge of the Goods by Sea Act of the USA, approved documents to be incorporated herein.

2) The defences and limitations of the said Act apply to Goods whether on or off deck.

3) In the case of any loss or damage in connection with Goods exceeding in value of USD 500.00 lawful money of the United States per package, or in the case of Goods not shipped in packages, per shipping unit, the value of the Goods shall be determined by the value of USD 500.00 per package or per shipping unit.

4) The Carrier's liability, if any, shall be determined on the basis of the value of USD 100.00 per package or per shipping unit unless the nature of the Goods and a valuation higher than USD 500.00 per package or per shipping unit have been declared in writing by the Shipper upon delivery to the Carrier and inserted in the Bill of Lading and an extra charge paid. In such case, if the actual value of the Goods per package or per shipping unit has exceeded such declared value, the value shall nevertheless be deemed to be declared value and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

5) In case the contract evidenced by this Bill of Lading is subject to the US Carriage of Goods by Sea Act, the provisions stated in the said Act shall govern before loading and after discharge and thereafter the carrier shall be liable for the